

PATENT SPECIFICATION



Application Date: May 7, 1920. No. 12,686/20.

165,609

Complete Left: Jan. 21, 1921.

Complete Accepted: July 7, 1921.

PROVISIONAL SPECIFICATION.

Improvements in Fastenings for the Hoods of Motor Vehicles.

We, HUMBER LIMITED, a British company, of Humber Works, Stoke, Coventry, Warwickshire, and ERNEST COOPER, a British subject, of 115, Binley Road, Stoke, Coventry, aforesaid, do hereby declare the nature of this invention to be as follows:—

When the hood of a motor vehicle is lowered, and out of use, it is the custom to hold the frame members to prevent damage and rattle, which is effected by means of a strap or a clip device. This invention relates to clips for this purpose, and it has for its object to provide a simple construction which can be instantly operated, if necessary from inside the vehicle, and which can be held securely when the hood is raised.

According to this invention, the hood frame is provided with a lug, and this is engaged by the end of a lever pivotted to a link. The engagement is such that either the lug or the lever springs slightly and such spring pressure prevents accidental disengagement. When the lever is disengaged from the lug and the link lowered, the handle end of the lever may engage a spring clip, such as a spring blade, and the parts are thus held securely.

In one construction, there projects outwards from the side of the vehicle body a bracket with a flat top and to this is pivotted a link, which may take the form of a fork. This link can stand vertically, or move into a horizontal position projecting towards the body.

The lever is pivotted to the end of the

link and the longer end forms the handle, the shorter end being hooked or bowed, and in some cases free to spring slightly.

The lug is attached to the hood stick which lies at the top when the hood is lowered, and it comprises a plate projecting towards the body and free to spring slightly.

When the hood is lowered, to hold the hood frame the link is moved into the vertical position so that the lug passes between the fork and the short end of the lever lies above the lug. The handle end is then pushed over outwards so that the short end wipes over the lug and the spring effect forces it towards the end of the lug, the handle portion resting upon part of the lug. Thus the hood is held firmly and the clip can be actuated from the inside of the vehicle.

When the lever is freed from the lug, the link can be moved into its horizontal position with the handle end of the lever hooked under a spring blade carried by the lug. The parts are then held without rattle.

It will be clear that the clip can be actuated very quickly as no screwing operation is required, as is necessary with most devices of this kind.

Dated this 6th day of May, 1920.

ERIC W. WALFORD,
Fellow of the Chartered Institute of
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18, Hertford Street, Coventry,
Agent for the Applicants.

COMPLETE SPECIFICATION.

Improvements in Fastenings for the Hoods of Motor Vehicles.

We, HUMBER LIMITED, a British company, of Humber Works, Stoke, Coventry, Warwickshire, and ERNEST COOPER, a British subject, of 115, Binley Road, Stoke, Coventry, aforesaid, do hereby declare the nature of this invention and in what manner the same is to be performed, to be particularly described and ascertained in and by the following statement:—

When the hood of a motor vehicle is lowered, and out of use, it is the custom to hold the frame members to prevent damage and rattle, which is effected by means of a strap or a clip device carried by the body. This invention relates to clips of this type and for this purpose, and it has for its object to provide a simple construction which can be instantly operated, if necessary from inside the vehicle, and which can be held securely, so as not to rattle, when the hood is raised.

According to this invention, the hood frame is provided with a lug, and this is engaged by the end of a lever pivotted to a link hinged to the vehicle body. The engagement is such that either the lug or the lever springs slightly and such spring pressure prevents accidental disengagement. When the lever is disengaged from the lug and the link lowered, the handle end of the lever may engage a spring retainer carried by the body, such as a spring blade, and the parts are thus held securely.

In the accompanying drawings,

Figure 1 is a perspective view showing part of a motor car body and hood frame, the latter held by one form of clip made in accordance with this invention.

Figure 2 is a front view of the clip in use, and

Figure 3 a similar view showing the clip lever disengaged.

Like letters indicate like parts throughout the drawings.

In this construction, there projects outwards from the side of the vehicle body A a bracket B with a flat top and to this is hinged a link C, which may take the form of a fork. This link can stand vertically as shown in Figures 1 and 2, or

move into a horizontal position projecting towards the body, as is clear in Figure 3.

The lever D is pivotted to the end of the link C and the longer end D² forms the handle, the shorter end D³ being hooked or bowed and in some cases free to spring slightly.

The lug E is attached to the hood stick F which lies at the top when the hood is lowered, and it comprises a plate projecting towards the body and free to spring slightly.

When the hood is lowered, to hold the hood frame down the link C is moved into the vertical position so that the lug E passes between the fork and the short end D³ of the lever lies above the lug. The handle end D² is then pushed over outwards so that the short end D³ wipes over the lug E and the spring effect forces it towards the end of the lug, the handle portion resting upon the part E² of the lug, as is shown in Figures 1 and 2. Thus the hood is held firmly and the clip can be actuated from the inside of the vehicle.

When the lever is freed from the lug, (which is done by moving the lever end D² in the direction of the arrow shown in Figure 2) and the hood raised, the link C can be moved into its horizontal position with the handle end D² of the lever hooked under a spring blade G carried by the lug, as is shown in Figure 3. The parts are then held without rattle.

It will be clear that the clip can be actuated very quickly as no screwing operation is required, as is necessary with most devices of this kind.

We make no claim to the specific construction of clip comprising a hinged link carrying a lever and adapted to engage a lug, as clips of this kind have been used previously for other purposes.

Having now particularly described and ascertained the nature of our said invention and in what manner the same is to be performed, we declare that what we claim is:—

1. A hood clip of the type referred to comprising a link hinged to the vehicle body and having pivotted to its free end

a lever adapted to engage the upper face of a lug on a member of the hood frame, substantially as described.

5 2. A hood clip as claimed in Claim 1 wherein the body carries a spring retainer such as the blade G adapted to be engaged by the handle of the lever when the clip is out of use, substantially as and for the purpose described.

10 3. The complete clip for use with the

hood of a motor vehicle substantially as described and illustrated in the accompanying drawings.

Dated this 20th day of January, 1921.

ERIC W. WALFORD,
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Agent for the Applicants.

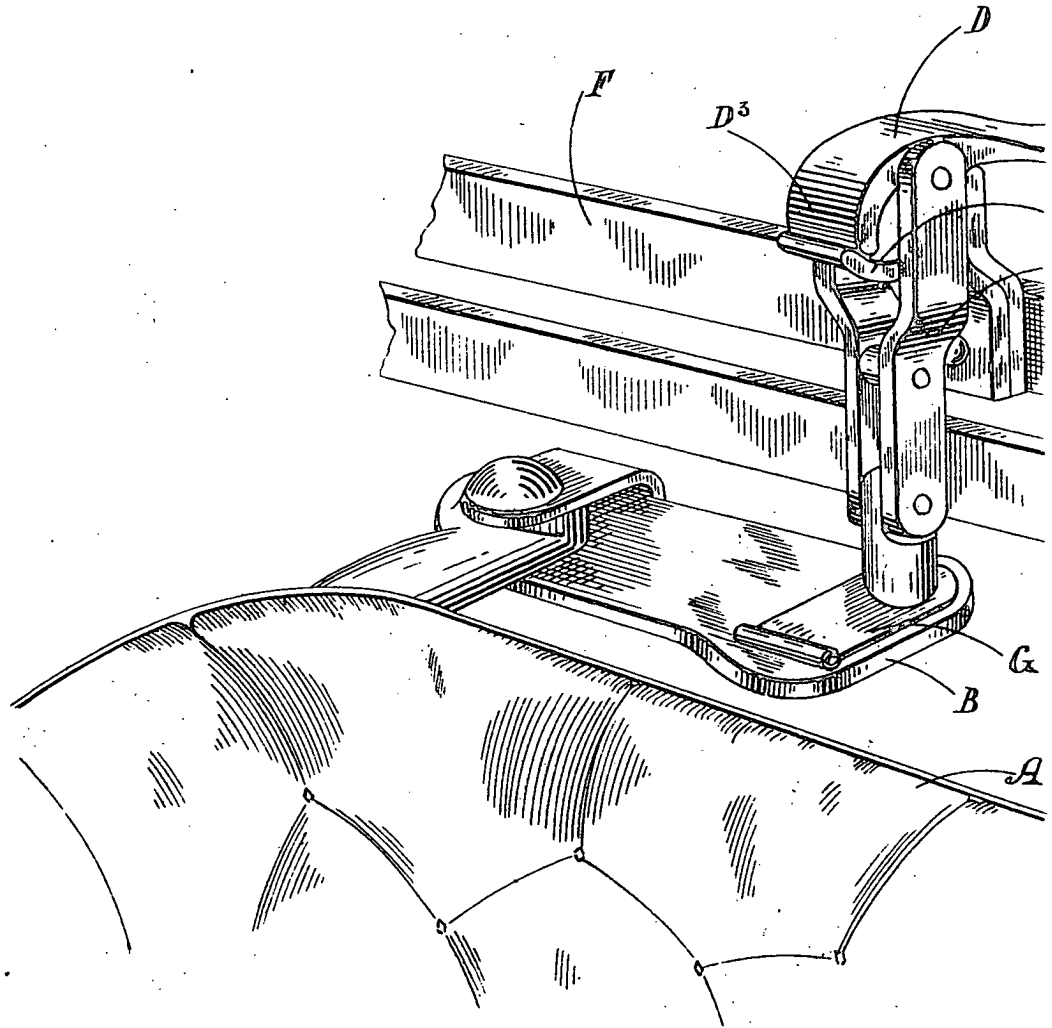
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165,609 COMPLETE SPECIFICATION

[This Drawing is a reproduction of the Original on a reduced scale.]



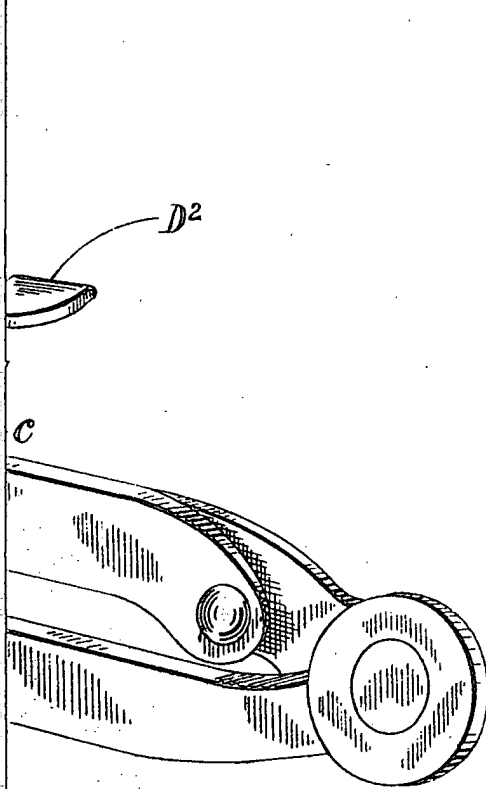


Fig 1

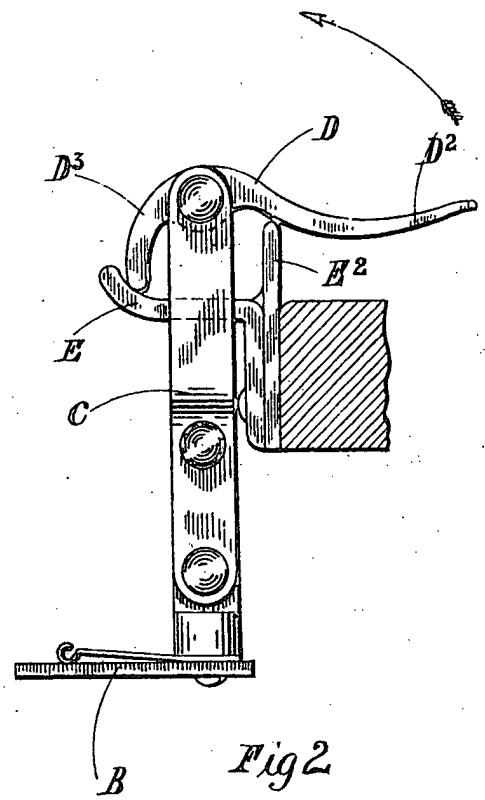


Fig 2

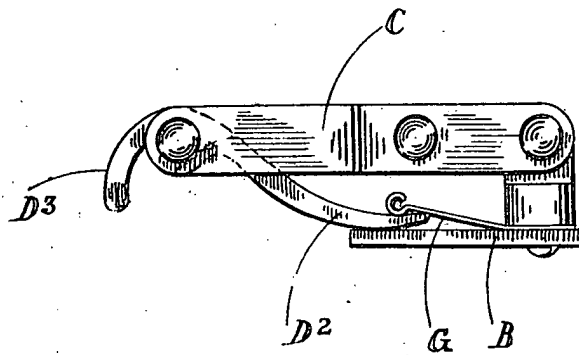


Fig 3